

Wiggle Neighborhood Green Corridor Project Proposal



An extra-large bulb-out at Scott and Fell will act as a TRAFFIC DIVERTER, requiring southbound automobile traffic to turn onto Fell Street; bicycle riders and pedestrians can continue on Scott. This will reduce Scott Street's appeal as a cross-town route, making it a more pleasant place to walk, bike, and live. Access will be maintained to all homes and driveways.



Traffic signals on DIVISADERO will be coordinated in the southbound direction, and some left turns will be prohibited. These improvements combine to make Divisadero flow more smoothly so that it becomes the preferred cross town route for drivers who currently use Scott Street or other parallel residential streets.



The intersection of SCOTT AND PAGE will incorporate textured paving or artwork on the pavement to highlight pedestrian crossings and encourage slow traffic through the intersection. Paving patterns could help guide and organize turning cyclists.



BULB-OUTS extend the sidewalk at intersections, reducing the distance to cross the street and increasing visibility between pedestrians and people in the roadway. Bulb-outs also make corners sharper, ensuring that right-turning bicyclists and motorists take the turn slowly.



RAIN GARDENS incorporated into bulb-outs capture stormwater runoff from streets, roofs, and parking lots. Plants and soil absorb water, reducing the amount of runoff to the sewer system.

Green Infrastructure helps manage stormwater onsite before it enters the sewer system and also provides livable city benefits like neighborhood beautification. Green Infrastructure locations were selected based on input from the community combined with analysis of slopes and soil conditions.



PERMEABLE PAVEMENT enables stormwater to soak through the roadway and into the ground, rather than rapidly flush into the sewer system.

Traffic Calming measures include a variety of physical treatments that signal to roadway users that they should go slowly and expect pedestrians and bicyclists. Based on feedback from the community, the SFMTA's top priority in this neighborhood is to ensure that pedestrians crossing the street are seen and given the right-of-way by people biking and driving. A traffic diverter at Scott and Fell takes some automobile traffic off the route, enhancing the residential character of the street and making it more comfortable for bicycle riders.



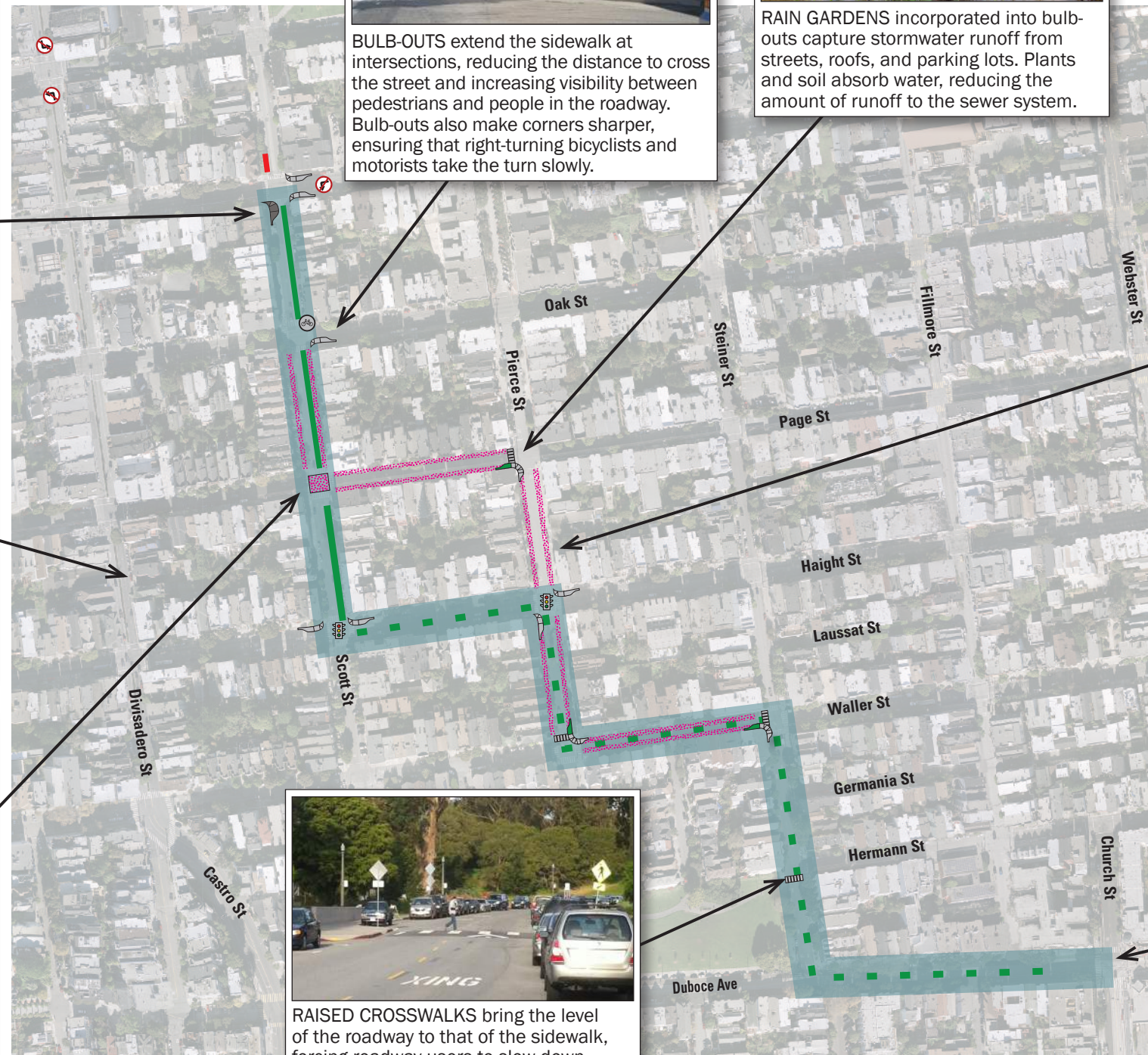
The SFMTA will test measures to slow bicycles as they approach pedestrian crossings. For instance, SPEED REDUCTION STRIPES use narrow strips of paint or textured pavement that can be both seen and felt. If effective, these could be rolled out throughout the project area.



WAYFINDING measures such as signs, green bike lanes, and green shared lane markings or "sharrows" (shown), will continue to be used to help riders navigate the Wiggle. New markings will be added at tricky intersections like Church at Duboce.



RAISED CROSSWALKS bring the level of the roadway to that of the sidewalk, forcing roadway users to slow down before passing over the crosswalk.



Wiggle Route	New Signal
Rain Garden	New Bike Signal
Bulb-out	Red Zone
Scott/Fell Diverter	Green Bike Lane
Raised Crosswalk	Existing Green Sharrows
Decorative Paving	Permeable Pavement in Parking Lane
No Left Turn	